

NCDOT has developed a plan to restore normal traffic to NC 12 within one month. This short-term solution provides time for NCDOT, working in constant collaboration with agency partners and experts as well as state, local, and federal officials, to develop a comprehensive long-term strategy, consistent with the approved environmental studies.

Repairs along NC 12 are estimated to cost \$10 million and will be paid for from Federal Emergency funds.

Gov. Perdue has directed NCDOT to work closely with all partners to develop a long-term plan as soon as possible.

The plan involves the placement of a temporary, manufactured bridge across the largest breach which is about six miles south of the Bonner Bridge, on Pea Island. The remaining breaches will be filled in.

QUICK FACTS ON TEMPORARY BRIDGE:

- Manufactured by Mabey Bridge
- Estimated cost between \$2.5 and \$2.7 million
- Will ship from manufacturer in 35 truckloads and be assembled on-site
- Once assembled, will span 650 feet
- NCDOT will drive 60 ft. piles to support the bridge top
- Bridge made of metal, thus is not a permanent solution in a marine environment
- Will support normal car and truck loads and widths, although speed limit will be reduced
- NCDOT has a similar bridge in place on US 52 in Winston-Salem

TIMELINE TO-DATE:

Sunday, August 28

- NCDOT began assessing damage as soon as it was light
- Photogrammetry plane flew over Outer Banks as soon as winds would allow
- Highway Administrator, Federal Highway Administrator, Chief Engineer flew to survey damage
- Specialist in the field of surveying began gathering critical data
- Emergency Ferry at Stumpy Point went into operation
- NCDOT crews began clearing non-breach damage from NC 12

Monday, August 29

- Hydraulics experts flew via helicopter to areas inaccessible by any other means to gather critical data
- Survey experts visit site to gather data
- Photogrammetry plane flew over Outer Banks as soon as winds would allow
- Coordinated with Federal Highway Administration
- Coordinated with U.S. Army Corp of Engineers
- Evaluated critical data

Tuesday, August 30

- Coordinated with Coastal Area Management Agency
- Continued working with Federal Highway Administration
- Coordinated/shared data with NC Emergency Management

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- Met with industry and contractors who are experts in coastal recovery
- Scheduled/coordinated meeting of entire merger team
- Evaluated critical data

Wednesday, August 31

- Hosted merger team meeting
- Discussed all data
- Met with design experts
- Finalized design criteria for temporary solution
- Evaluated all available data
- Researched possible suppliers

Thursday, September 1

- Completed design
- Prepared all permit applications
- Coordinated with all partners to finalize plan specifics
- Purchased temporary bridge
- Identified potential contractors with necessary expertise/availability
- Coordinated with Federal Highway Administration regarding funding

Friday, September 2

- Deliver plan to Governor for final approval
- Obtain all necessary permits
- Begin work in Rodanthe
- Secure needed contractors
- Begin construction plan implementation